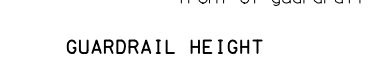
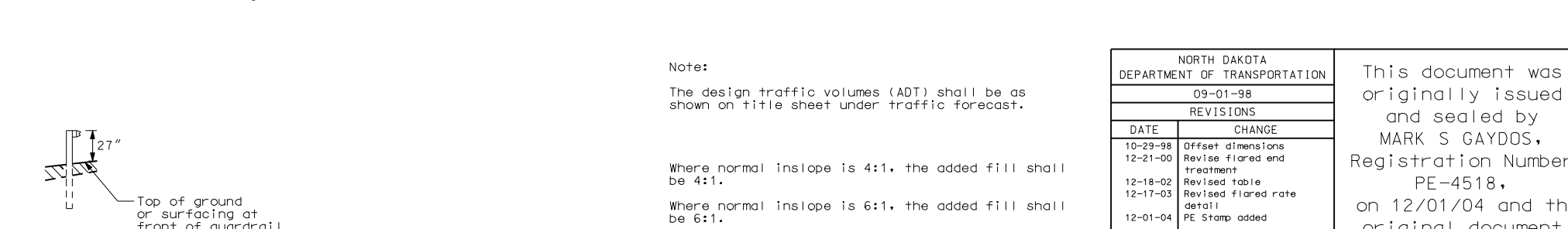
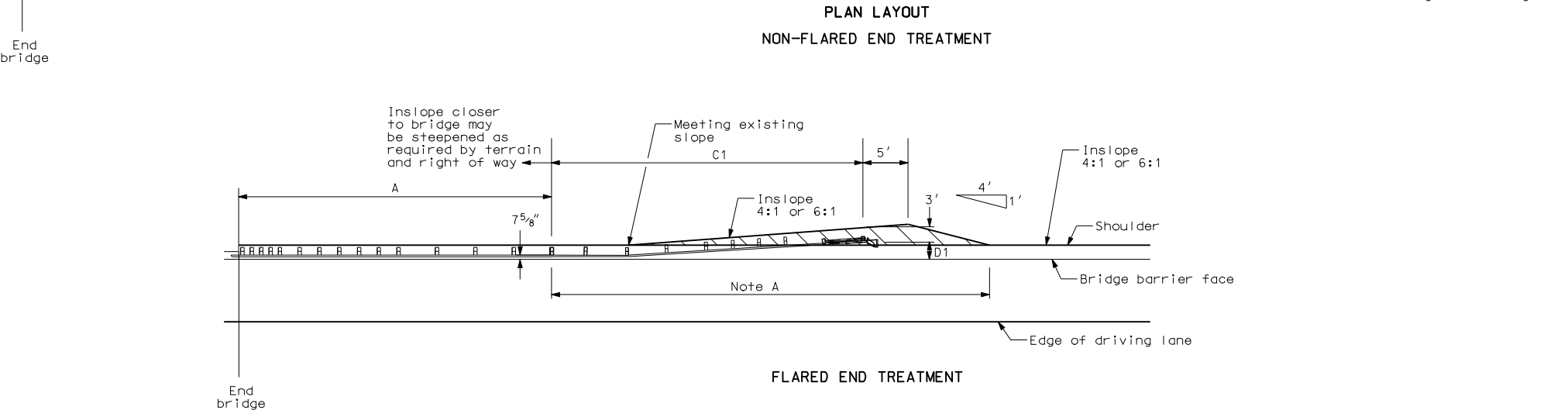
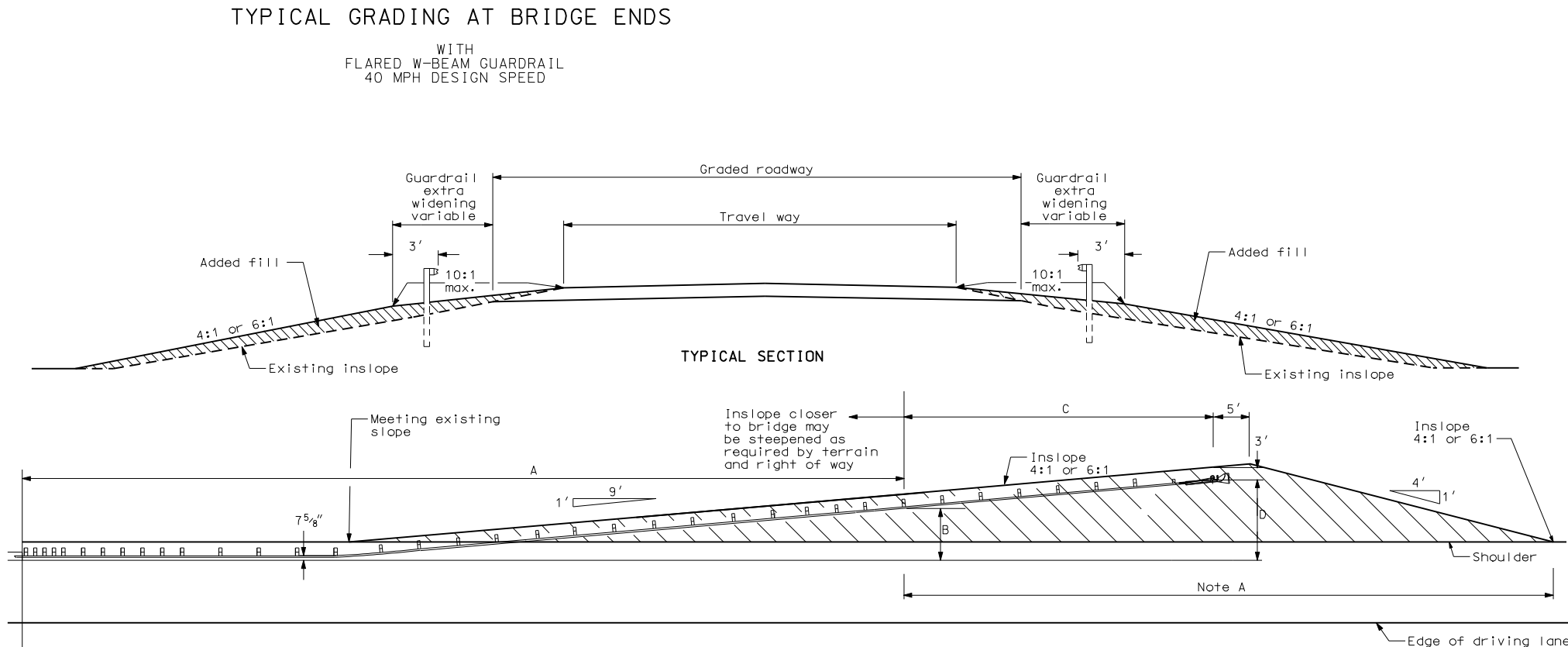


W-BEAM DIMENSION TABLE													
APPROACH SIDE										OPPOSITE SIDE			
DESIGN TRAFFIC VOLUME (ADT)	CLEAR RDWY. WIDTH OF BRIDGE	STRAIGHT AND FLARED GUARDRAIL		END TREATMENT NON-FLARED		END TREATMENT TERMINAL FLARED		STRAIGHT AND FLARED GUARDRAIL		END TREATMENT NON-FLARED		END TREATMENT TERMINAL FLARED	
		A	B	C	D	C1	D1	A	B	C	D	C1	D1
		FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
UNDER 250	44	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	42	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	40	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	38	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	36	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	34	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	32	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	30	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	28	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	26	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
800-250	44	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	42	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	40	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	38	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	36	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	34	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	32	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	30	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	28	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	26	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
2000-800	44	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	42	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	40	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	38	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	36	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	34	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	32	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	30	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	28	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	26	63.1	1.3	49.7	6.9			50.7	0.6	50.0	0.6	49.8	4.6
6000-2000	44	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	42	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	40	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	38	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	36	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	34	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	32	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	30	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	28	63.1	1.3	49.7	6.9			50.7	0.6	50.0	0.6	49.8	4.6
	26	63.1	1.3	49.7	6.9			50.7	0.6	50.0	0.6	49.8	4.6
OVER 6000	44	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	42	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	40	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	38	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	36	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	34	50.7	0.6	50.0	0.6	49.8	4.6	50.7	0.6	50.0	0.6	49.8	4.6
	32	63.1	1.3	49.7	6.9			50.7	0.6	50.0	0.6	49.8	4.6
	30	63.1	1.3	49.7	6.9			50.7	0.6	50.0	0.6	49.8	4.6
	28	75.5	2.7	49.7	8.2			50.7	0.6	50.0	0.6	49.8	4.6
	26	75.5	2.7	49.7	8.2			50.7	0.6	50.0	0.6	49.8	4.6
	24	75.5	2.7	49.7	8.2			50.7	0.6	50.0	0.6	49.8	4.6



Note:

The design traffic volumes (ADT) shall be as shown on title sheet under traffic forecast.

Where normal inslope is 4:1, the added fill shall be 4:1.

Where normal inslope is 6:1, the added fill shall be 6:1.

Note A: This area may have to be placed at flatter than 10:1 to provide the proper guardrail height.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION		This document was originally issued and sealed by MARK S GAYDOS, Registration Number PE-4518, on 12/01/04 and the original document is stored at the North Dakota Department of Transportation	
09-01-98			
REVISIONS			
DATE	CHANGE		
10-29-98	Offset dimensions		
12-21-00	Revise flared end treatment		
12-18-02	Revised table		
12-17-03	Revised flared rate detail		
12-01-04	PE Stamp added		